

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5018.

號七月八年九十七百八千一英

HONGKONG, THURSDAY, AUGUST 7, 1879.

日十二月六年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSE, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. C. HEINZEL & Co., Manila.

CHINA.—Macao, Messrs A. A. DE MELLO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDDER & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, 5,000,000 Dollars. Reserve Fund, 1,300,000 Dollars.

COURT OF DIRECTORS.
Chairman.—W. H. FORBES, Esq.
Deputy Chairman.—HON. W. KESWICK.
MR. BELL, Esq. WILHELM REINHARD, Esq.
H. L. DALRYMPLE, Esq. F. D. SARSON, Esq.
H. HOFFMANN, Esq. W. S. YOUNG, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEY CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 15, 1879.

NOTICE.
ORIENTAL BANK CORPORATION.
THE AGENCY of this BANK at Foochow will be CLOSED and WITHDRAWN from 1st July next.
CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.
GEO. O. SCOTT, p. Manager.
Oriental Bank Corporation,
Hongkong, May 28, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.
(Incorporated 7th & 18th March, 1848.)
RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.
CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £800,000.
HEAD OFFICE—14, RUE BERGÈRE, PARIS.
AGENCIES and BRANCHES at:
LONDON, BOUBON, SAN FRANCISCO, MARSEILLES, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS.
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.
The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.
E. G. VOULLEMONT, Manager, Shanghai.
Hongkong, May 20, 1879.

Banks.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—
For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 2 per cent. " "
H. H. NELSON, Manager.
Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £150,000.
Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.
ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

FOR SALE.

FOR SALE.
THE GOODWILL, LEASE, FURNITURE AND FIXTURES OF THE CENTRAL HOTEL, SHANGHAI-CHINA.

THIS HOTEL, which is furnished throughout in a very Superior Manner, has been in operation for upwards of 34 Years, and affords an Excellent Opportunity for an Energetic Man, or a Married Couple, to secure a Competency in a few Years.
Terms, and full Particulars, can be obtained upon application to
HALL & HOLTZ, Shanghai.
July 21, 1879. au21

FOR SALE.

THE Undersigned offers for SALE at moderate Prices, an Invoice of PRESERVED MEATS from the SYDNEY PRESERVED MEAT COMPANY, comprising: Baked Beef and Mutton, Corned Beef and Soup and Bouilli in 6-lb. Tins, Ox-tongues, Spiced, Corned and Seasoned Beef, Roast and Corned Mutton, Sheep-tongues, Real Turtle Soup, Assorted Soups, Sheep's-head, Compressed Meats, Brawn and Ox-tongues, etc., in 2-lb. Tins.
And,
A Small Invoice of Superior Red and White AUSTRALIAN GROWN WINES, viz: MURRAY VALLEY and WYNDHAM WINES, comprising: Tokay, Verdillo, Muscat, Claret, Madeira, Sheraz, Reising Burgundy, Hermitage, Pineau in Quarts and Pints.
Also,
(From Bordeaux),
CHATEAU DE FRAUDS, a Superior Breakfast Claret at \$5 per Case.
A few Cases of LAFFITE.
G. R. LAMBERT.
Hongkong, July 17, 1879.

F. KLAMPERMEYER, 136, QUEEN'S ROAD, BEGS to inform the Public that he has commenced BUSINESS, as a CAFE and RESTAURANT Keeper, and will endeavour to the best of his ability to give satisfaction to those who kindly give him their Patronage.
GERMAN SAUSAGES of all Kinds can be made to Order at the shortest notice, and of the Best Quality.
ICE CREAM at all Times in readiness, and can be supplied to Parties, &c.
F. KLAMPERMEYER, Proprietor.
Hongkong, August 4, 1879. au4

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.
GIBB, LIVINGSTON & Co.
Hongkong, May 26, 1879.

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.
CHINA MAIL Office.

For Sale.

NEW GOODS

EX RECENT ARRIVALS.

THE New Shapes in HATS.
ACME FILES, and AMBERG'S INDEXICON FILES, the latest improvements for Office use.
EXTRA FINEST ISIGNY BUTTER, New Season's Packing, L. C. & Co.'s OWN BRAND.
LAWN TENNIS.
REP NOTE PAPER and ENVELOPES.
ARTISTS' COLOURS and COLOUR BOXES.
LETTER SCALES.
WALKING STICKS, well selected.
NURSERY KETTLES and STANDS, New—Portable.
MACKIE'S EXCHANGE TABLES.
SPARKLING SAUMUR, a really Good Dry Champagne at a Moderate Price, Quarts \$10 and \$11, Pints \$11.50 and \$12.50 per case.
RUINART PERE & FILS' CHAMPAGNE, \$10 per case.
SPARKLING BURGUNDY, Recommended by the MEDICAL PROFESSION for INVALIDS.
FINEST FRENCH PLUMS.
DRY MANZANILLA SHERRIES.
RED HEART RUM.
Specially Selected SCOTCH WHISKY.
ANGOSTURA BITTERS.
THE MULTIPLEX COPIER, a new and most valuable Invention.
CUMSHAW MIXTURE TEA (a five catty Box delivered at any address in the United Kingdom for \$8).
MORLEY'S HOSIERY.
PARISIAN SHIRTS.
CALDECOTT'S CHILDREN'S PICTURE BOOKS.
New NOVELS.
WORKS for REFERENCE.
GOLDEN CLOUD TOBACCO. &c., &c., &c.

LANE, CRAWFORD & Co.

Hongkong, August 6, 1879.

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, ON SATURDAY, the 9th August, 1879, at 2 p.m., at "Idlewild," the Residence of the late Rev. R. H. KIDD, Colonial Chaplain,—The whole of the HOUSEHOLD FURNITURE, &c., comprising:—Drawing, Dining, and Bedroom Furniture, Sofa, Chairs, Mirrors, Pictures, Dining Table, Sideboard, Whatnots, Crockery, Glass and Plated Ware, Double and Single Iron Bedsteads, Iron Cots, Wardrobes, Chest of Drawers, &c., &c.
Catalogues will be issued.
TERMS OF SALE.—As customary.
J. M. ARMSTRONG, Auctioneer.
Hongkong, August 6, 1879. au9

PUBLIC AUCTION.
TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.
For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.
Hongkong, March 5, 1879.

Notices of Firms.

NOTICE.
PACIFIC MAIL STEAMSHIP Co.
THE Authority to Sign Bills of Lading by this COMPANY'S STEAMERS, granted to Mr. J. J. HOWARD, is hereby revoked, and Mr. C. L. GORHAM is authorized to Sign until further notice.
RUSSELL & Co., Agents.
Hongkong, July 10, 1879.

NOTICE.
THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as AUCTIONEER, APPRAISER, AND COMMISSION AGENT.
All GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.
G. R. LAMBERT.
Hongkong, July 1, 1879.

Notices of Firms.

NOTICE.
MR. ALEXANDER PALMER McEWEN is authorized to Sign the Name of our Firm.
HOLLIDAY, WISE & Co.
Hongkong, August 5, 1879. au12

NOTICE.
I HAVE To-day established myself at this Port as GENERAL MERCHANT and COMMISSION AGENT.
A. SCHOMBURG.
Holbow, August 1, 1879. au15

HONGKONG & SHANGHAI BANKING CORPORATION.
NOTICE is hereby given, that the REGISTERS of SHARES of the CORPORATION will be CLOSED from WEDNESDAY, the 6th, to SATURDAY, the 16th of August (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, July 31, 1879. au16

HONGKONG & SHANGHAI BANKING CORPORATION.
NOTICE is hereby given, that the Ordinary Half-Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be Held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of August next, at THREE O'CLOCK p.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1879.
By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, July 31, 1879. au16

CHINA FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND TO THE 30th JUNE, 1879.

SHAREHOLDERS in the above COMPANY are requested to Furnish the Undersigned with a List of their CONTRIBUTIONS from the 1st January, 1878, to the 30th June, 1879, in Order that the Portion of the NET PROFITS to be Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st OCTOBER NEXT will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.
JAS. B. COUGHTRIE, Secretary.
Hongkong, August 2, 1879. nol

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 3% or \$2.25 PER SHARE, declared at the Ordinary Half-Yearly MEETING of SHAREHOLDERS held YESTERDAY, will be payable at the Hongkong and Shanghai Bank on and after TO-MORROW (Thursday), the 31st Instant.
Shareholders are requested to apply at the Office of the Company for Warrants.
By Order of the Board of Directors,
P. A. DA COSTA, Secretary.
Hongkong, July 30, 1879.

NOTICE.
FROM the 1st of OCTOBER, DR. EASTLACKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.
Hongkong, September 23, 1878.

DENTAL NOTICE.
DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.
Hongkong, February 10, 1879.

Shipping.

Steamers.

FOR SYDNEY & MELBOURNE.
The British Steamer "BENLEI," shortly due from Foochow, will be despatched as above on SATURDAY Next, the 9th Instant, at Noon.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, August 4, 1879. au9

STEAM TO SINGAPORE AND BOMBAY.
The P. & O. S. N. Co.'s S. S. "SUNDA" will leave for the above Places on SATURDAY, at Noon, the 9th Instant.
A. McIVER, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, August 2, 1879. au9

FOR AMOY, TAIWANFOO & TAMSUI.
The Steamship "HAILONG," Captain Goode, will be despatched for the above Ports on SATURDAY, the 9th Inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, August 5, 1879. au9

FOR SINGAPORE, PENANG AND CALCUTTA.
The Steamship "MORAY," M. J. BUTCHER, Commander, will be despatched for the above Ports on WEDNESDAY, the 13th Inst., at 3 o'clock p.m.
For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, August 6, 1879. au13

FOR SINGAPORE, PENANG AND CALCUTTA.
The Steamship "ARRATOON APOAR," Captain A. B. MACVAVISH, will be despatched for the above Ports on WEDNESDAY, the 13th Inst., at 3 p.m.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, August 6, 1879. au13

FOR LONDON AND HAMBURG.
The Steamship "LYDIA," PAULSEN, Master, will be despatched on or about the 15th Instant as above.
For Freight or Passage, apply to SIEMSEN & Co.
Hongkong, August 6, 1879. au15

FOR SHANGHAI & YOKOHAMA.
The Steamship "VICTORY," shortly expected from Singapore, will have quick despatch for the above Ports.
For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, August 5, 1879.

Shipping.

Steamers.

FOR AMOY.
The Steamship "ESMERALDA," Capt. TALBOT, shortly due, will have immediate despatch for the above Port.
For Freight or Passage, apply to RUSSELL & Co.
Hongkong, August 4, 1879.

FOR LONDON VIA SUEZ CANAL.
The Steamship "GLENIFFER," Capt. GRAHAM, will be despatched as above on or about the 20th Instant.
For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, July 12, 1879.

FOR LONDON VIA SUEZ CANAL.
(To follow the "Gleniffer.")
The Steamship "GLENLYNE," Captain QUARTLY, shortly expected, will have quick despatch as above.
For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, July 16, 1879.

Sailing Vessels.

FOR LONDON.
The 3/3 L.I.F. Russian Bark "KALAJA," J. Ross, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to VOGEL & Co.
Hongkong, July 26, 1879.

FOR SAN FRANCISCO.
The 4 1 British Bark "COLWYN," BULMAN, Master, will load here for the above Port, and will have immediate despatch.
For Freight or Passage, apply to VOGEL & Co.
Hongkong, June 23, 1879.

FOR HAMBURG.
The 4 1 British Bark "EDWARD BARROW," RICH, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to VOGEL & Co.
Hongkong, July 21, 1879.

FOR SAN FRANCISCO.
The 4 1 American Ship "VIGILANT," Captain Ross, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, July 16, 1879.

FOR HONOLULU.
The 4 1 American Bark "ALICE C. DICKERMAN," Captain W. L. BRYANT, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, July 16, 1879.

FOR SYDNEY AND MELBOURNE.
The 4 1 British Bark "ORANGE GROVE," Capt. LONGMUIR, shortly due, will load here, for the above Ports, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, July 15, 1879.

FOR LONDON.
The 4 1 British Bark "GAUNTLET," LUCAS, Master.
For Freight, apply to VOGEL & Co.
Hongkong, June 6, 1879.

FOR NEW YORK.
The 4 1 American Bark "CHASCA," Captain WASHBURN, will load here, and will have quick despatch for the above Port.
For Freight, apply to RUSSELL & Co.
Hongkong, July 4, 1879.

FOR NEW YORK.
The 3/3 L.I.F. American Ship "MONTE ROSA," C. O. CARTER, Master.
For Freight, apply to VOGEL & Co.
Hongkong, July 3, 1879.

FOR HAMBURG.
The 3/3 L.I.F. German Bark "HELENE," VOLGARDEN, Master.
For Freight, apply to VOGEL & Co.
Hongkong, June 23, 1879.

Intimations.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1878, AND THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above Company are requested to furnish the Underwritten with a List of their Contributions for the Year ending December 31st 1878, and for the Six Months from January 1st to June 30th 1879; in Order that the Distribution of the Portion of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, July 24, 1879. cc31

YANGTZE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. ON THE NET PREMIUM CONTRIBUTED, payable at our OFFICE on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,
RUSSELL & Co.,
Agents.
Hongkong, May 5, 1879.

NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE House, Queen's Road Central, are Open Daily for the use of MEMBERS from 9 a.m. to 6 p.m.
Special Days—TUESDAYS AND FRIDAYS, from 12 to 12.30 and 4 to 4.30 p.m.
Applications for admission as Members to be addressed to
E. GEORGE,
Secretary.

Hongkong, June 18, 1879.

NOTICES TO CORRESPONDENTS.

FROM SAN FRANCISCO AND YOKOHAMA.

THE Steamship *City of Tokio*, having arrived from the above Ports, Consignees of Cargo are hereby notified that all Cargo remaining undelivered at 12 a.m. To-morrow, the 3rd Inst., will be landed and stored at their risk and expense.

RUSSELL & Co.,
Agents.

Hongkong, August 2, 1879.

COMPAGNIE DES MESSEGERIES MARITIMES.

S. S. P. E. I. H. O.

NOTICE.

CONSIGNEES of Cargo per S. S. *Gange*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, the 6th Inst., at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining unclaimed after Tuesday, the 12th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 5, 1879. au12

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underwriter for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Yangtze.

AME (in diamond) Nos. 16/17, Or., 2 cases

T J. Flannel, from Lodon.

Ex Andary.

Mr Charles Bonnet, 1 case Shirts, &c., from Marseilles.

B & O (in diamond) Order, 150 bales Cotton, from Madras.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 30, 1879.

To-day's Advertisements.

FOR AMOY & TAMSUI.

The Steamship
"HAILONG,"
Captain Goode, will be despatched for the above Ports on SATURDAY, the 9th Inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, August 7, 1879. au9

FOR SWATOW, AMOY & FOCHOW.

The Steamship
"KWANGTUNG,"
Captain Abbott, will be despatched for the above Ports on SUNDAY, the 10th Inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, August 7, 1879. au10

To-day's Advertisements.

FOR AMOY, TAIWANFOO & TAMSUI.

The Steamship
"ALBANY,"
Capt. F. Ashton, will be despatched for the above Ports on WEDNESDAY, the 13th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, August 7, 1879. au13

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers at through rates for all Australasian and New Zealand Ports.

TASMANIA, NEW CALEDONIA & FIJI.

The A 1 Chartered Steamer
"OLAF,"
ANDRESEN, Commander, will be despatched as above on SATURDAY, the 23rd Instant, at 4 p.m.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.,
Agents.

Hongkong, August 7, 1879. au23

FOR BRISBANE, SYDNEY AND MELBOURNE.

(TAKING THROUGH CARGO AND PASSENGERS FOR NEW ZEALAND.)

The Eastern and Australian Mail Steam Co.'s Steamship
"BRISBANE,"
will be despatched as above on or about the 25th Instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, August 7, 1879. tf

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

In the Matter of HO KWONG MING, a Bankrupt.

THE Final Examination in the above BANKRUPTCY has been adjourned to MONDAY, the 11th Instant, at 11 a.m.

(Signed) C. B. PLUNKET,
Registrar.

Hongkong, August 7, 1879. au8

PUBLIC AUCTION.

THE Undersigned has received instructions from H. G. JAMES, Esq., to sell by Public Auction, on

TUESDAY,

the 12th August, 1879, at 2 p.m., at his Residence, No. 11, Queen's Road,—

The whole of the

HOUSEHOLD FURNITURE, &c.,

comprising:—

Green Rep-covered Drawing-room Suite.

English-made Mahogany Centre Table, Blackwood Marble-top Tea Poy, Clocks, Chimney Glasses, Engravings, Bronzes, Ornaments, and Carpets.

English-made Mahogany Dining Table, Teakwood Carved Sideboard, Whatnots, Dinner, Dessert, and Breakfast Sets, Glass and Plated Ware.

Bedsteads, Wardrobes, Chest of Drawers, Cheval Glass, English-made Mahogany Marble-top Bureau, Marble-top Washstand, Book Case, and Books.

Westley Richards and Snider Rifles; Centre-Fire and Snap Action Fowling Pieces, Revolvers, &c., &c.

Catalogues will be issued, and the whole to be on view on and after Monday, the 11th Instant.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, August 7, 1879. au12

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

BEETHOVEN, German barque, Captain R. Haje.—Melchers & Co.

AGNES MUIR, British ship, Capt. James Lowe.—Meyer & Co.

SAINT MARK, British steamer, Captain Johnson.—Meyer & Co.

Hongkong, August 7, 1879. au12

SHIPPING.

ARRIVALS.

Aug. 6, *Yottung*, British steamer, 286, D. McDougall, Swatow Aug. 5, General.—KWOK ACHONG.

Aug. 7, *Hermann*, German barque, 444, H. Schmidt, Bangkok July 27, General.—WIELE & Co.

Aug. 7, *Hazel Holme*, British barque, 405, J. Wm. Millican, Port Pirie, S.A. June 7, Flour, &c.—ADAMSON, BELL & Co.

Aug. 7, *Antioch*, American barque, 646, A. Weeks, Port Townsend May 11, Timber.—L. MARLORY.

Aug. 7, *Beethoven*, German barque, from Whampoa.

Aug. 7, *Race Horse*, Siamese barque, 387, T. F. Stehmer, Bangkok July 26, Rice.—SIEMSEN & Co.

Hongkong, August 7, 1879. au10

CLEARED.

Ulysses, for Shanghai.

Alex. Newton, for Newchwang.

Paros, for Amboina.

Rapid, for Newchwang.

Gorm, for Wladivostok.

Annie, for Bangkok.

Coccyus, for San Francisco.

Parmabuco, for Manila.

Hongkong, August 7, 1879. au10

DEPARTURES.

Aug. 7, *Registo*, for Suai.
7, *Chariti*, for Tientsin.
7, *Tibro*, for Yokohama.
7, *Peiho*, for Shanghai.
7, *Diamond*, for Manila.
7, *Emu*, for Amoy and Manila.
7, *Tenot*, for London, &c.
7, *Douglas*, for Coast Ports.
7, *Hwai Yuen*, for Shanghai.

PASSENGERS.

ARRIVED.

For *Yottung*, from Swatow, 12 Chinese.
For *Race Horse*, from Bangkok, 1 Chinese.

DEPARTED.

For *Douglas*, for Swatow, Miss L. Whilden; for Amoy, 1 Sister of Charity; for Fochow, Mr W. Boffay.
For *Tenot*, for London, Mrs Punchard and 2 children, and Mr G. H. Woollett.
For *Tibro*, for Yokohama: from Hongkong, 1 Sister of Charity, and 1 Japanese; from Naples, Messrs Khasawa, and Dai Ko Ka; from Singapore, Mrs Okanski; from Saigon, Sœur Francis Plais.
For *Peiho*, for Shanghai, 1 Chinese.
For *Hwai Yuen*, for Shanghai, 80 Chinese.
For *Diamond*, for Manila, Messrs D. M. Forbes, Luiz de Cuculla, Maria de Cuculla, Jose de Cuculla, and R. D. Tucker.

SHIPPING REPORTS.

The British steamer *Yottung* reports: Thick and foggy weather with much rain throughout.

POST OFFICE NOTICES.

MAILS will close:—

For AMOY AND SHANGHAI.—

Per *Ulysses*, at 9.30 a.m. To-morrow, the 8th Inst.

For WLADIVOSTOCK AND NICOLA-JEFSK.—

Per *Gorm*, at 11.30 a.m. To-morrow, the 8th Inst. (Union rates.)

For MANILA.—

Per *Parmabuco*, at 8.30 p.m., on Friday, the 8th Inst.

For AMOY, TAIWAN, AND TAMSUI.—

Per *Hailong*, at 11.30 a.m., on Saturday, the 9th Inst.

For SYDNEY, MELBOURNE, NEW ZEALAND, &c.—

Per *Berledi*, at 11.30 a.m., on Saturday, the 9th Inst., instead of as previously notified.

For STRAITS SETTLEMENTS, AND BOMBAY.—

Per *Sunda*, at 11.30 a.m., on Saturday, the 9th Inst.

For SAIGON.—

Per *Cassandra*, at 2.30 p.m., on Saturday, the 9th Inst.

For STRAITS SETTLEMENTS.—

Per *Saint Mark*, at 2.30 p.m., on Saturday, the 9th Inst., instead of as previously notified.

For MANILA.—

Per *Zamboanga*, at 3.30 p.m., on Saturday, the 9th Inst.

For SWATOW, AMOY, & FOCHOW.—

Per *Kwangtung*, at 9 a.m., on Sunday, the 10th Inst.

For AMOY, TAIWAN, AND TAMSUI.—

Per *Albay*, at 11.30 a.m., on Wednesday, the 13th Inst.

For STRAITS SETTLEMENTS, AND CALCUTTA.—

Per *Moray* and *Arratoon* *Apar*, at 2.30 p.m., on Wednesday, the 13th Inst.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Kaisari-Eind* will be despatched on TUESDAY, the 12th August, with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of Tokio*, will be despatched on MONDAY, the 18th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c. which will be closed as follows:—

2.15 P.M. Registry ceases.

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West India (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay cannot be sent by this route.

Hongkong, August 4, 1879. au18

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Andary*, will be despatched on TUESDAY, the 19th Instant, with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING.

THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.—

5 P.M.—Money Order Office closes; Post Office closes except the Night-Box, which remains open all night.

Day of departure.—

7 A.M.—Post Office opens.

10 A.M.—Registry of Letters ceases.

Posting of all printed matter and patterns ceases.

11 A.M.—Mails closed, except for Late Letters.

11.10 A.M.—Letters may be posted with Late Fee of 18 cents until

11.30 A.M.—when the Post Office Closes entirely.

11.40 A.M.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

General Memoranda.

SATURDAY, August 9:—
Noon.—*Sunda* leaves for Singapore, &c.
Noon.—*Berledi* leaves for Sydney, &c.
Noon.—*Hailong* leaves for Amoy, &c.
2 p.m.—Sale of Household Furniture, &c., at late Rev. R. H. Kidd's residence, "Idelwild."

SUNDAY, August 10:—

10 a.m.—*Kwangtung* leaves for Coast Ports.

TUESDAY, August 12:—

Noon.—English Mail leaves for Ports of Call and Europe.

Goods per *Peiho* undelivered after Noon, subject to rent and landing charges.

2 p.m.—Sale of Household Furniture, &c., at Mr H. G. James' residence, No. 11, Queen's Road.

9 p.m.—Meeting of St. John Lodge, No. 618 S.C.

WEDNESDAY, August 13:—

Noon.—*Albay* leaves for Amoy, &c.

3 p.m.—*Moray* and *Arratoon* *Apar* leave for Singapore, &c.

SATURDAY, August 16:—

3 p.m.—Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation at the City Hall.

MONDAY, August 18:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

TUESDAY, August 19:—

Noon.—French Mail leaves for Ports of Call and Europe.

SATURDAY, August 23:—

4 p.m.—*Olaf* leaves for Port Darwin, &c.

MONDAY, September 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco on or about

THE

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS, WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS

OF

DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aromatic Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 8.05 p.m.

THE CHINA MAIL.

HONGKONG, THURSDAY, AUGUST 7, 1879.

THE Harbour Master's report for the year 1878, which we published last evening, compares favorably with that of 1877; that is to say, if judged by the standard which has hitherto been applied.

Were we to make use of the figures

Captains the Hon. G. C. Napier has gone to England to advise Her Majesty's Government, the papers say, as to the state of affairs on the Turcoman frontier of Northern Afghanistan and Persia. Captain Napier was lately exploring—first for the first time in the mountains north of Khorasan and about the basin of the Atrek. Most likely he knows better than anyone the chances which the Russians have of getting to Merv this season.

We give in another column an article from the Standard relating to telegrams received from its Berlin correspondent to the effect that the negotiations for the restoration of Russia to the Chinese of the Kuldja territory threaten to produce no result. The troops on both sides the frontier are being moved, and a collision is no longer impossible. The *Globe* publishes a letter from Orenburg stating that the rumored intention of the Russian Government to surrender Kuldja had caused great sensation among the Tarantobes, who would resist the Chinese rule in conjunction with the Kashgarians.

REFERRING to the question of the *Spectator*, whose wandering words of wisdom on the Exchange and Opium Questions we found room for in these columns a few weeks ago, the *Pioneer* has a few words of plain solid common sense. The *Spectator* asked,—“What would be the effect of sending all Indian opium as Government property to England every month, and selling it here instead of in Calcutta by auction for export to China.” The *Pioneer* says in reply: One effect would be a further torrent of abuse from the over good people who object to the opium monopoly. In the last number of the *Contemporary* Professor Newman, who writes about “the barbarism of civilization,” is very indignant about this matter. What will he say when he hears of the *Spectator*'s proposal? That authority, however, believes that by the adoption of its proposal “one-half at least of the silver difficulty would be ended, and the trade undisturbed.” The *Spectator* is just as ready to remedy the agrarian distress in India.—“We want the courts to disallow any bond not signed in the presence of a registrar, to abolish any right of imprisonment for debt, and to reduce the right of mortgage to the owner's life time.” Surely, also, ryots and money-lenders alike should be made to read the *Spectator* every week; *perro unum necessarium*.

The *Rangoon Gazette* of 18th July has the following late news from its correspondent at Mandalay, under date of the 11th July:—

It was at first believed that the establishment of the lottery offices would be, like everything else, but temporary. Cultivators have sold out their farming stock, and determined to win a prize in the State lottery. There are no sellers or buyers in market place, and if one chance to miss a servant he is sure to meet him in one or other of the lottery offices. Ten or twenty people are allowed to enter together and so subscribe their money and buy tickets. Besides entering and providing visitors at the different offices with lemonade, betel and other ticket taken. In a village up the river the villagers have turned upon the tax collectors, wounded many of them, and few. They flatly refused to let the troops were sent up yesterday Government officials. What a scene will make of the place. The famous Mytha Woodcock, was disarmed on the 9th July and incarcerated, being suspected of connivance with the British. Whatever may have been arranged with reference to the new treaty between the Kinwoon Mengyee and the British Resident, King Theebaw will never, it is feared, ratify it. His Majesty has already hinted that there exist in the present ministry two high officials who entertain a dread of the English, and threatens to have them changed. The Mytha is of course one, as his present punishment will show, but who can the other be; surely not the Kinwoon, who is honored with the title of *Mengyee Theinawady*, which exempts him from any punishment. The title literally gives protection to his life only, and not his post. The Mugway Wongyee is still on the staff, doing nothing at home.

With regard to the state of affairs in the same region, an Indian paper, whose information is seldom wrong, says:—

The Burmese Government is said to be very nervous about Colonel Browne having been selected to go up to Mandalay as the British Resident. A little while ago there was a rumour to the effect that he was being sent with an ultimatum. This story was altogether groundless, as it turned out; though told at Rangoon—with the object apparently of stirring up discord—so circumstantially that it was generally believed at the time. We may anticipate the possible revival of the old *canard*, and perhaps soothe apprehensions at Mandalay, where, strange to say, English newspapers are read, we hear, with avidity,—by stating positively that Colonel Browne's selection has no hostile significance.

The Assam Government is interesting itself in schemes for the development of silk manufactures. Now that great improvements have been made in the art of winding Tasar cocoons and dyeing this kind of silk, results have been obtained with it which equal those of European silk farms. The Assam Government, therefore, is of opinion, we read, “that the produce of Tasar and mulberry silkworms of India may eventually be as firm a position in the European market as the produce of the mulberry silkworm. Directions will be issued for collecting specimens of various wild silk found in Assam, in order that these may be sent home for report. It is conceived that some of them might be worth cultivating besides the Tasar kind. The worms thrive in common jungle trees, and though it is difficult to forecast the expense and profits of any attempt to cultivate them on a large scale, the local Government is of opinion that the attention of the Europeans engaged in tea cultivation in Assam might be advantageously directed to the production of silk as well. Already it appears, one silk manufacturer in France, M. David, of St. Etienne, has expressed his willingness to supply 2,000 kilograms (55 pounds) of Tasar cocoon at 1 franc per kilogramme for experiment, and there can be no doubt that other manufacturers would be willing to do similar operations. The price above stated would probably not be remunerative. Making all allowances, it would be equivalent to about 8 annas a seer in Assam; but

If the experiments answer, there can be no doubt that the price of Indian silk at home would rise.”

Police Intelligence.

(Before C. V. Cheang, Esq.)

A GOOD RIDDANCE. Tang Achung, a coolie, was charged with being a rogue and vagabond and being dangerous to the peace of the Colony.

Inspector Corcoran stated that the defendant was released from gaol this morning, having undergone six months' imprisonment with hard labour. He charged him with being a character dangerous to the peace of the Colony.

Defendant admitted having several previous convictions against him and promised to leave the Colony and never return, if his passage were paid to San Uí.

His Worship discharged the prisoner and ordered his passage to be paid as desired.

A CHINESE TEACHER STEALING DISH-COVERS. Chan Too Fui, was charged with stealing six dish-covers from the Hong Heng Hotel on the 7th inst.

P. S. William Staunton stated that when he was on duty near Gibb's Wharf, he saw the defendant carrying the things produced in Court, wrapped in a piece of cloth. He asked him what he had got there, when he said he was taking some dish-covers from a schoolmaster in Gilman Street to Canton. Witness suspected that he was not telling the truth, and made him take him to the house where he said he had got the things. They went to No. 38 Gilman Street; the room was quite dark; he heard him talking inside; defendant called out something to them about dish-covers although he had warned him against saying anything. One of the men said that the dish-covers belonged to defendant. He took the man to the station. On the way there he said that a man owed him some money, which he was unable to pay, and had left the dishes as payment of the debt. Witness then noticed the characters “Hong Heng” on the dishes and made enquiries there. In consequence of what he was told there he charged the defendant with stealing the dish-covers.

Fong Ahung, master of the Hong Heng cook-shop, states that the property produced in Court is his. A schoolmaster living at No. 38 Gilman Street ordered a dinner from his establishment yesterday; it was sent in, the covers produced being part of what was sent; they are worth about \$2. Witness has no knowledge of defendant.

Two Amas, assistant in the Hong Heng cook-shop, corroborates the statement of his master, and said he generally returned for the dishes and other things a day after the dinner had been ordered.

Lai Yuk Shang, a Chinese schoolmaster, stated:—I was well acquainted with the prisoner some two or three years ago; he was then a teacher of Chinese. He came to my house a few days ago. I allowed him to live there as he said he had no other place to go to. He ordered a dinner yesterday with my permission, which was brought to the house and eaten. That night the prisoner went to bed as usual and said nothing about going away this morning. I did not know he had left the house until he was brought back this morning by the Sergeant.

Defendant stated that last witness told him to order the dinner, and also that the covers belonged to him; he took them this morning with the intention of pawning them.

Sentenced to ten weeks' imprisonment with hard labour.

A WICKED EYE.

Pot Akum, a chair coolie, was charged with stealing two water buckets, the property of a stevedore residing on the Praya.

Defendant stated that he was only looking at the buckets when he was given in charge.

Four weeks' hard labour will probably make the man keep his eyes off buckets in the future.

AN UNGRATEFUL LODGER.

Wong Atsoi, a bricklayer, was charged with stealing an umbrella, a quantity of clothing and bricklayer's tools, from a man named Fan Aping, an old friend of his, in whose house he had been putting up for the first night after his return to the Colony.

He admitted the charge, and was sentenced to two months' hard labour.

FOND OF VEGETABLES.

Li Achung, trader, and Chun Aming, a married woman, were charged with being in possession of two tubs of pickled vegetables value \$60, the property of Kwok Sam Kwai, a merchant.

Kwok Sam Kwai stated:—About 10 a.m. yesterday I found that two jars of pickled vegetables were missing from my godown on the Praya. I made a report at the police station, and went with Sergeant Sam Akam to the Shing Hop Shop, having heard that my jars had been taken there. I told the first defendant that I wanted to examine his shop. I did so and found my two jars concealed under some old wood in the cook house. I left the Sergeant in charge of the tubs while I went to get a warrant and returned with an Inspector, who arrested both defendants. The Sergeant was in plain clothes but told the first defendant that he was a policeman. The two tubs were worth about \$60; there was a padlock on the godown door; the staple had been drawn out.

Li Achung, the first defendant, stated that the jars were left in his shop by a trader whose name he does not know, who said he would return for them.

The second defendant stated:—My husband is now in Canton. I believe he is in partnership with Li Achung. I was upstairs when arrested, and know nothing about the two tubs.

First defendant was sentenced to six months' imprisonment, the first and last fourteen days in solitary confinement, the rest with hard labour, and also to pay a fine of \$50, for receiving stolen property. Second defendant discharged.

China.

SHANGHAI (Courier).

A recent decree in the *Peking Gazette* throws some light on the abuses connected with official travelling in China. Last year a special mission, with two High Officers, Ngen Oh'eng and Tung Hui, at its head, was sent to investigate a case of some importance in Szachan. Travelling through Shansi and Shensi they seem in spite of the afflicted state of those provinces, to have levied in no stinted measure heavy exactions for the maintenance of themselves and their numerous retinue. Yen Oh'eng, the high minded officer who controlled the famine relief measures in those parts, has come forward as their accuser.

Even in the worst of the famine stricken districts the forced contributions levied from the people and the officials en route are stated at a thousand and some hundreds of taels per day. To prove the accuracy of his statements Yen Oh'eng hands in lists of accounts. The Emperor of course inveighs strongly against such heartless conduct, and says, truly enough, that the offences are much aggravated by the circumstances of the case. Both of the accused officials are handed over for punishment in the stereotyped fashion and language. It is not an encouraging fact,—this one that comes to us through the highest Chinese official organ, that at the very time the English public were subscribing liberally to relieve an afflicted people these same people were being preyed upon by their own most trusted officials. Still, it is a satisfaction that their conduct has not passed unnoticed.

THE TEA TRADE.

The following letter on the above subject has been addressed by “M. T. R.” to the Editor of the *N. C. D. News*:—

Can no remedy be found for stopping the decay of this still fine trade, or are we to remain the victims of a blind infatuation for ever? We pride ourselves in these enlightened days upon our intellectual superiority to our forefathers, but our actions hardly tend to prove it, unless there were lunatics in those days.

If we were gifted only with the ordinary instinct of the animal, we should soon put a period to the present state of affairs. A fowl will not continue to lay eggs if they are not removed. Cannot we sink our superiority for once and act like this very sensible bird.

From the amount of tea shipped, we may reasonably infer that most of the houses in China have a large interest already at stake, and it is also perfectly clear that the result will be most disastrous if we persist in our old mad course. Would it not be far better, by stopping supplies at once, to turn what looks like a certain loss into a certain profit, than to go on shipping in the blind hope that the profits on later shipments may cover the losses on the first, whilst by that very action we are causing the loss which would not otherwise occur?

Is there a man in China who dare contradict the statement that if we stop shipping altogether for six weeks or two months the whole of the tea gone forward will not pay handsomely? Then why, with our boasted intellectuality, can't we do this? The uneducated Chinaman would do it at once.

Call a public meeting if necessary, but better far have a tacit understanding, and let all the Chaezses stop buying to-morrow morning. By this simple expedient we should accumulate a large stock here which we should likewise turn to good account. This is “a consummation devoutly to be wished,” but scarcely to be hoped for.

Would it not upset the lethargic fatalism of Brown, who argues, “My dear fellow, you can't stop the ball when it is once set rolling,” and would rather let it roll on and himself be ruined, than stretch out a hand to save himself?

And would it not subvert the out-throat policy of Jones? As he reads this letter, I fancy I see that ferret eye wink knowingly,—that eye, which he has deigned to cast over the works of Tyndall and Huxley, and muddled what it pleases him to call his brains to such an extent that he almost fancies he is his own creator. “I see it all,” he says, “this is just a dodge of Robinson & Co. to get teas kept back so that their heavy shipments may pay. Clever dog, Robinson! But I'll be equal with him yet. We shall never do any good till Robinson & Co. are out of the trade. I shall just go in and bust Robinson & Co.”

My only encouragement is derived from the doctrine of chances. We have done so many idiotic things this season, that the chances are we shall do something sensible before long, just to strike an average.

We have shipped seven months' consumption on four months' bills, and advised our friends not to hold on any consideration. We have wired a probable short second crop, and then paid the tea men profits, ranging from 2 to 8 taels per picul, by way of inducing them to keep the last back.

We give fifteen per cent. higher tea cost for common congen than we did two seasons ago, and indulge in the belief of a short export. And then we go to the Club and say:—“Really those people at home are not fit to sell guano; here have we sent them the cheapest teas ever shipped, and still they can only sell at a loss.” But this sort of thing can't continue long, Mr. Editor; can it? Perhaps some people will say that this effusion is a proof that we have not come to the end of our tether yet; but we don't mind their chaff, Mr. Editor; do we?

THE POSTAL SERVICE WITH CHINA.

(The Times.)

A pamphlet has just been published by Mr. Edward Stanford on “Government Subsidies and the Postal Services with India, China, and Australia.” It has been written at the request of Messrs. Anderson, Anderson, and Co., and Messrs. P. Green and Co., joint managers of the Orient Steam Navigation Company. This is one of the best appointed and most enterprising of the younger lines of steamers that have come into being since the Suez Canal was opened, and as such its managers naturally hoped to receive at least the liberty to tender for the mail service to Australia. Owing presumably to some mistake or misapprehension on the part of the authorities, this liberty was practically withheld. The Orient Company has, therefore, had drawn up a statement of its own on the whole question of the Eastern mail service, the routes now chosen, and the subsidies paid. We are bound to say that this statement is temperate; and that it raises issues of vital interest both for this country and its great dependencies there can be no least doubt. The facts and figures adduced in support of the conclusions advanced are of a startling character. We can have only in the briefest way indicate its leading conclusions. These are,—firstly, that the new contract, while continuing a monopoly altogether unnecessary and in many ways prejudicial, obtains no equivalent benefit for the nation. On the contrary, the subsidy to be paid under the new contract is considerably larger, reckoned by the mileage rate, than any heretofore paid, notwithstanding the cheapening of maintenance which has occurred since the Suez Canal was opened. This point is of importance not only to the Home Government, but to India, whose Post-office Department is now a dead weight upon the finances, mainly through the heavy subsidy payments. Secondly, it is shown that the new contract is in continuing the long sea route via

Galle for the China mails. By ignoring the much shorter and cheaper overland route via Bombay and Calcutta—a route which the trans-Indian railways have made feasible and rapid—a double line of mail steamers has to be maintained in the Indian Ocean, the one running between Aden and Bombay, and the other between Aden and Galle, by routes for some 3,000 miles nearly parallel to each other, and involving, at the mileage rate of the new contract, an addition to the subsidy of about £85,000 per annum, which could be saved. Were the China mails carried to Bombay and thence by railway to Calcutta, they could be taken on to China from that port by the local lines of swift trade steamers at a cost which would probably save much more than this £85,000. A great saving of time would also be effected. The double ocean service is maintained, it is contended, so that a monopoly may be kept up and the Australian service carried on by one and the same agency. The continuance, however, of this roundabout route does a great dis-service to Australia as well as to China, inasmuch as it involves the divergence of the Australian mails out of the direct route followed by the ordinary trading steamers. They go north to Galle instead of straight to Suez, and thus in two ways the mail service is unnecessarily clogged and its expense increased. What should be done is to sectionalise the service, giving portions of it to the companies whose steamers trade direct with the countries whose mails are carried, and making the converging point the Suez Canal—not, as is now done with part of it, an obscure, out-of-the-way station in the Indian Ocean. By this means, as will be easily understood, the cost of the mail service might be reduced to perhaps as little as one-third of the proposed subsidy. The contracting companies would live, in short, by their commercial position, not by huge subsidies. With so many excellently appointed and swift lines of steamers running between England and Bombay, between Calcutta and Hong Kong or Shanghai, between Plymouth and Sydney or Melbourne, and between this country and Mediterranean ports, the Government ought to have no reasonable ground for maintaining a system which the opening of the Suez Canal alone rendered obsolete and unnecessary, and which has long ceased, so far as the American mail service is concerned, to the great benefit of all concerned. A better system also prevails in regard to the South African mails. Add to this the fact that Australia pays for none of the service between Galle and England, but only £80,000 per annum for the service between Australia and Point de Galle—that is, at the rate of 5s. 8½d. per mile only, as compared with 9s. 6d. per mile, the rate for the remainder of the contract. There is a third important point well deserving the attention of those anxious for the welfare of our splendid mercantile navy, and that is the extent to which huge subsidies like this enable the company enjoying them to crush out trade competition. Some remarkable figures are given on that point, and the question is at once opened whether it would not be wiser, cheaper, and more satisfactory to abolish subsidies and long-term contracts altogether. They open the way to an infinity of abuses. Why cannot mails be carried like ordinary merchandise by all well-appointed trading steamers alike? The sailings of such are usually as punctual and regular as those of mail steamers, so-called, and if they fulfilled a certain stipulation as to speed, little more would be required. The maintenance of a huge subsidised “mail service” may do great injury to independent enterprise, and has undoubtedly given other nations a handle with which to attack our mercantile supremacy. They say that they are forced to impose heavy restrictions on English shipping in order to “counterbalance” the effects of the huge bounties by means of which England has driven their ships from the high seas. That is a reproach which the great success of many independent English lines of trading steamers should give us courage to remove. We trust, therefore, that on many grounds the important discussion raised in this pamphlet will not be permitted to go to sleep.

UNITED STATES.

(From our own Correspondent.)

New-York, June 17. The first consignment of the new Japan crop to the Eastern markets reached here two days since, having arrived at San Francisco on the 1st inst., per steamer *Oceanic*, twenty-six days from Hongkong, and sixteen days seven hours from Yokohama. Mail samples and express samples, the former arriving two days in advance of the latter, had previously come to hand. The date of the clearance of the teas from Yokohama, May 16, was twelve days later than that of last season's first supplies. The teas are better than for several years past, but, notwithstanding this, and that the market was bare, have been laid down here at 10 to 15 per cent. lower than those by the first steamer last year. They grade finest, choice, and choicest; laid down here 38 to 45 cents per pound. No decline is anticipated in the quotations. The Eastern tea brought by the *Oceanic* consisted of 18,503 packages, of which 17,798 have been forwarded here. This latter amount is thus made up:—Yokohama, 12,698 packages (81,013 lbs.); Higo, 3,323 packages (194,404 lbs.); Kobe, 1,562 packages (62,804 lbs.); Hongkong, 582 packages (62,804 lbs.); Amoy, 149 packages (6,838 lbs.); Shanghai, 3 packages (163 lbs.); total, 17,798 packages (1,103,880 lbs.).

The exports of treasure from San Francisco to China, per steamer *China*, of the 2nd inst., consisted of silver bars, \$214,622 97c.; Mexican dollars, \$33,214; trade dollars, \$10,205; gold coin, \$11,376 50c.; gold dust, \$103; total, \$269,818 47c. Of this amount Charles de Guispe shipped 81 silver bars, valued at \$112,000, to Shanghai, and the Bank of California 87 bars, valued at \$52,522 97c., to Hongkong. Yesterday a considerable amount of treasure cleared San Francisco for China, but the amount has not been telegraphed. The *Oceanic* brought, June 2, \$9,496 from Yokohama, and \$2,867 from Hongkong.

An article in the *Saturday Review* of May 17, which has only just come to my notice, states that “it appears that what is called fractional, that is, small change and trade dollars, or dollars with 15 per cent. less silver than the standard, and intended for the Eastern market, have been coined.” &c. Now, the trade dollar, which has returned from China to plague retailers (for not being legalised it is refused by the banks and Government officials), actually contains 7½ more grains of silver than the standard dollar, or 420 grains 9½ fine, as stated on its face, as against 412½ in the standard dollar—irreverently termed the huzzard dollar, from the family likeness to that creature of the device intended for an eagle. No lesser trade coins were ever minted for the Far East by this Govern-

ment. As those irredeemable trade dollars were issued to all who brought to the mints the amount of silver they contained, a large profit was realised in suspension times by owners of bullion from purchasers for the China trade, who looked also for a premium, while the Government has been all along eager to give any official aid possible to their circulation, even to the proposal designated as not practical by Minister Seward in his letter from Peking, Sept. 22, 1877, to Secretary Everts, that United States “naval, diplomatic, and consular officers in China be instructed to receive trade dollars when disposing of Government drafts.” At Canton the trade dollar has never got into circulation; at Shanghai the feature has been exhibited of its being taken, if taken at all—and this without entering into general circulation—at its intrinsic value, at the same time that the old Carolus and the Mexican dollars, well known in the great silk-producing districts adjacent to that port, have been in demand at a premium ranging as high as 5 per cent. for Mexican, and 6 or 8 for Carolus dollars. Even the Mexican and Carolus dollars have never come into use at the ports opened in 1861 (those of the Yangtze and north of Shanghai), and the trade dollar had there a far less chance. The reason why a proclamation of the value of the trade dollar was not sought for at Shanghai, whilst proclamation has been made at other ports where any kind of dollars circulate, and where it is accordingly receivable for customs dues, was owing to the hope that it would come to be accepted for more than its par or intrinsic value, and lest, as at Canton and the South generally, this value, should proclamation be made, should become its usual exchange value.

The first instance of Chinamen being shipped home from this country otherwise than at their own expense was the despatch by the steamer *China*, which sailed for San Francisco on the 2nd inst., for Hongkong via Yokohama, of fifteen lepers, who had been inmates of the county pesthouse, by order of the supervisors of that institution.

The subsidence of the anti-Chinese feeling continues, and the miserable, inky, and defacing stream of prejudice and hate is not likely soon again to swell into a torrent bearing down before it all consideration for national “proprieties.” Improved times have improved the temper of the working classes. The circumstance is likely to have its influence in checking the negotiations that had been commenced for the limitation of immigration. Apparently, the Chinese in this country find everywhere work to do. Their readiness to migrate aids them. There are 6,000 of them at work on the Texas Pacific Railroad, and they will be in demand for other important railway extensions. On the 2nd inst. 897 Chinamen arrived by the *Oceanic*, and more are on their way.—*L. & C. Express*.

RUSSIA AND CHINA.

(The Standard.)

Now that the Afghan war is happily at an end, and there is good reason to hope that the Border tribes will be pacified without great difficulty, more attention will be given to the operations of the Russian and Chinese in Central Asia. The question of the restoration of Kuldja, which the Russians are bound by agreement to give back to the Chinese, has become an important point in Asiatic politics. The negotiations which have long been going on have led to no definite arrangement. Though the Chinese Embassy was received at St. Petersburg with great honour, there seems as little likelihood of a settlement now as when the demand for the return of the province was first made. For Russia to surrender Kuldja after her retreat from Afghanistan is, as all can see, no easy matter; but the Chinese Envoys are not likely to be much moved on that account. Matters are indeed worse than they were. Our Berlin correspondent informed us that the negotiations at St. Petersburg may not improbably be broken off altogether, and that a collision between the troops of the two powers is quite possible. Other reports speak of constant raids by the Chinese soldiery across the Kuldja frontier, and of the determination of the Chinese Government to support his men against the Russian attempts to chastise them. Thus, unless some change takes place shortly in the attitude of one side or the other, serious news may be looked for from this quarter.

It should not be forgotten that in order to remain where they are the Chinese can scarcely avoid insisting upon their demand. Even if they had not already pledged themselves beyond recall to obtain back the province, they could not get their supplies from any other quarter. As it is, they are tied to a large extent from Russian territory; and although their forces are not so numerous as was at one time supposed, and have to deal with rivals in their recently conquered territory, these facts will only drive their Commanders to take bold steps before the enemy are enabled to obtain reinforcements or to organise a regular campaign. The opinion of Europeans in China is that the whole expedition is a great mistake; that the attempt to retain so distant a province must impose an almost unendurable strain upon an Empire imperilled by famine and long-continued maladministration in many parts, and that, in any contest with Russia, China will inevitably receive a shock which might bring about her disintegration.

That this would be a correct judgment under ordinary circumstances—the circumstances, say, of five or ten years ago—is quite possible. But great changes have taken place in that short time in both Empires. Russia has upon her hands more than she can very well manage in several directions. When the English and French armies entered Peking Russia noted the case of a kindly friend, taking care, as usual, to be well paid for her services, but securing at the same time an amount of influence far in excess of that obtained by both the conquerors together. So it has since continued, and until recently the chance that China, and even Japan, might be found on the side of the great Northern Power in any complication was a possibility that always had to be taken into consideration in Asiatic politics. There is now a divided council, and China is showing a amount of fair dealing with respect to the Chefoo Convention which she certainly never displayed at an earlier period. There is, indeed, at present no reason why good relations should not exist, as happily they do exist, between the two countries. Our sympathies in this Kuldja affair are therefore naturally enough with the Empire that is carrying out its agreements with us, and desires only that Russia should do the same towards her. The Kuldja affair and the Kashgar re-conquest, important as they may be by themselves, are still small

matters in comparison with the change that has been wrought by the appearance of China as an element in the calculations of civilised Europe. Not only has that vast Empire awakened from its long sleep, not only is it arming itself steadily, but her statements are informing themselves every day as to the relative strength of the countries with which she may have to deal in a friendly or an unfriendly fashion. The Chinese Ambassadors, who are now making their appearance in every Court in Europe, do not fail to take note of what is going on around them, and the Chinese Government is developing a high sense of its own dignity. Kwo was recalled because it was wrongly supposed that he had made himself too cheap here in London. His mission was not to go to receptions and parties, but to strengthen the relations of his country with England, and to learn all that was to be learnt from those who might again be the enemies of China. We can see from this that those three or four hundred millions of people have found able leaders who are capable of taking to heart the lessons of the time. No doubt it would be very easy to exaggerate the power which is thus represented, but on the other hand it is also easy to underrate the fighting capacity of the Tartars, and even of the Chinese themselves. That they are capable, under their own generals, of undergoing extraordinary fatigues, and overcoming apparently hopeless difficulties, recent events have shown, and every day now is adding to their ability for defence, both by land and sea. Like the Americans after the war of 1812, they have determined that they will depend upon themselves alone as soon as possible for the means of providing their own weapons, and ere long, perhaps, their own war ships. Already an attack upon China would be a far more formidable enterprise than is fully comprehended. Whatever may be the outcome of the Kuldja business, whether peace come, or a sort of intermittent hostility, the main facts remain, that in spite of all the troubles which have afflicted the country for the last few years, China is now stronger than at any previous period, is rapidly acquiring an accurate knowledge of the politics of Europe, and seems ready to take the risk of fighting that Power which we ourselves were content to temporise with. Such facts as these are worthy of consideration by every thoughtful man in this country.

Quotations.

HONGKONG, August 7, 1879.

OPIMUM.—New Fama, each, \$537½
“ Old, each, 505
“ New Benares, each, 605
“ Old, each, 37½
“ New Malwa, credit, 750
“ Allowance Tael, 6/12
“ Old Malwa, credit, 775
“ Allowance Tael, 6

Exchange.

Bank, Wire, ... 3/7½
“ Demand, ... 3/8
“ 30 days' sight, ... 3/8½
“ 4 months' sight, ... 3/8
Credits, 4, ... 3/8½
Documentary, 4 months' sight, 3/8½
India, Wire, ... 222½
“ Demand, ... 223
Shanghai, demand, ... 72½
“ 30 days' sight, ... 73½
Gold Leaf, 99½ fine ... 27/30
Sovereigns, ... 5/38

Shares.

Hongkong Bank, 63 3/4 prem.
Union Ins. Society of Canton, \$1,300
China Traders' Ins. Co., \$1,400
North China Ins. Co., Tls. 1,250
Yangtze Ins. Assoc., Tls. 710
Chinese Insurance Co., \$270
H.K. Fire Ins. Co., \$735
China Fire Ins. Co., \$180
H.K. & W. Dock Co., 4 1/2 prem.
H.K. & M. S.-boat Co., \$5 1/2
Shanghai Steam Navigation, Tls. 11
China Coast St. Nav. Co., Tls. 93
Hongkong Gas Co., \$70
Hongkong Hotel Co., \$55
China Sugar Refining Co., \$137½
Chinese Imperial Loan of 1874, nominal.
Do. of 1877, do.

Temperatures.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, August 7, 1879.

BAROMETER—9 A.M. ... 30.050
Do. 1 P.M. ... 30.040
Do. 4 P.M. ... 30.028
THERMOMETER—9 A.M. ... 79
Do. 1 P.M. ... 82
Do. 4 P.M. ... 82
Do. (Wet bulb) 9 A.M. 77
Do. Do. 1 P.M. 79
Do. Do. 4 P.M. 83
Do. Maximum over night 83
Do. Minimum over night 77

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—
VESSELS TO ARRIVE.

AT HONGKONG.

Left.	Name.	From.
Feb.	22, Grossfret Constantine, Hamburg	
Apr.	8, Leon, Liverpool	
10, Spies, Cardiff		
21, Werra, London		
26, Triton, Hamburg		
26, Twilight, New York		
27, Homewood, Penarth		
May.	2, Alex Yeate, Cardiff	
5, Alexander, Penarth		
11, Southern Cross, New York		
13, Glamorganshire, Cardiff		
29, Joseph Hayden, Cardiff		
31, Newcastle, Antwerp		
31, Gny Mannering, Liverpool		
June.	3, Adolph, Cuxhaven	
6, Harrington, Flushing		
7, Victoria (s.), Liverpool		
12, Belle of Oregon, Cardiff		
20, Viceroy (s.), London		
22, Patterdale (s.), London		
23, Joachim Christiane, Cardiff		

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.
Oxfordshire. Guy Mannering.

Falls.



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MED-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
KAISAR-I-HIND, Captain K. MERVIN,
will leave this on TUESDAY, the 12th
August, at Noon.

For further Particulars, apply to
A. MOLLER, Superintendent.
Hongkong, July 30, 1879. au12

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW-YORK, via
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
TOKYO, will be despatched for San
Francisco, via Yokohama, on MONDAY,
the 18th August, at 3 p.m., taking Pas-
sengers, and Freight, for Japan, the United
States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demorara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
On Through PASSAGES TO EUROPE,
a REDUCTION OF TWENTY PER
CENT from Regular Rates is granted to
OFFICERS of the ARMY and NAVY,
AND MEMBERS of the CIVIL and
CONSULAR SERVICES in COMMISS-
ION.

Freight will be received on board until
4 p.m., the 17th August. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Prince Central.

RUSSELL & Co., Agents.

Hongkong, August 4, 1879. au18

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON TUESDAY, the 19th August, 1879,
at Noon, the Company's S. S.
ANADYR, Commandant Le BOISSEUIL
BARON, with MAELS, PASSENGERS,
SPECIE, and CARGO, will leave this Port
for the above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 18th August, 1879. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 6, 1879. au19

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES.

ATLANTIC STEAMERS.

THE S. S. BELGIC will be despatched
for San Francisco via Yokohama,
on or about September 1st, 1879; at 3
p.m., taking Cargo and Passengers to
Japan, the United States, Mexico, Central
and South America, and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 31st August. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Offices addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, August 1, 1879. au1

Intimations.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those Countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 56 cents.) \$12 per annum (postage
paid \$13.50.)

Orders should be sent to GEO. MURRAY
BAIN, China Mail Office, 2, Wyndham
Street, not later than the evening before the
departure of the English Mail Steamer.

Terms of Advertising, same as in Daily
China Mail.

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED on STORAGE at
Moderate Rates, in FIRST-CLASS
GODOWNS, under European supervision;
and VESSELS Discharged alongside the
Wharf, not later than the evening before the
despatch. Also entire Godowns to let.

MEYER & Co.

Hongkong, August 1, 1879. au1

THE Undersigned have been appointed
SOLE AGENTS for Hongkong and
China for the Sale of their LEAD by the
MEYER & Co.

Hongkong, June 27, 1879. au27

SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or
PAPERS will be thankfully received
at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Parts I.
and II. A to M, with Introduction. Royal
Svo., pp. 404.—By ERNEST JOHN EITEL,
Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS
AND A HALF per Part.

To be had from MESSRS LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

To Let.

BAXTER HOUSE—WEST. RENT \$40
per Month and Taxes.

Apply to E. R. BELLIOS.

Hongkong, August 5, 1879. au1

To Let.

FIRST-CLASS GODOWN on the
Praya.

Apply to VOGEL & Co.

Hongkong, July 28, 1879.

To Let.

ON MARINE LOT No. 65, FIRST-CLASS
GRANITE GODOWNS.

Apply to MEYER & Co.

Hongkong, July 25, 1879.

To Let.

(On Peddar's Wharf.)

OFFICES, fronting the Harbour, and
GODOWNS; with possession from
the 1st of July next.

Apply to G. R. LAMBERT.

Hongkong, June 14, 1879.

"ROSE VILLAS"—FURNISHED OR
UNFURNISHED,
BONHAM ROAD,
WITH Large TENNIS LAWN.

Apply to SHARP & DANBY,

No. 6, Queen's Road Central,
late Messrs E. D. SASSOON & Co.

Hongkong, May 10, 1879.

To Let.

HOUSE No. 7, PEDDAR'S HILL.

DAVID SASSOON, SONS & Co.

Hongkong, April 29, 1879.

Insurances.

SWISS LLOYD

TRANSPORT INSURANCE COMPANY

OF WINTERTHUR.

INSURANCES granted on MARINE

RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, June 3, 1879. 3jn80

SCOTTISH IMPERIAL INSURANCE

COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at

Current Rates. Considerable Reduc-
tion in Premium for LIFE Insurance in
China.

MEYER & Co., Agents.

Hongkong, June 2, 1879. 3jn80

Insurances.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
Secretary.

Hongkong, December 9, 1878.

MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000 "
Reserve Fund upwards of £ 120,000 "
Annual Income £ 250,000 "

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Poochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on-board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNHOLD, KARBBERG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong

for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

—o—

THE Undersigned having been appointed

Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either

here, in London or at the principal Ports

of India, China and Australia.

Fire Department.

Policies issued for long or short periods at

current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding

£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of

China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance

granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE,

Secretary.

Hongkong, November 1, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above

Company, are prepared to grant In-
surances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albion	6 b	Beetley	Brit. yacht	38	July 24		Japan	
Arratoon Apcar	2 d	Macstavih	Brit. str.	1392	July 31	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	13th, 3 p.m.
Bombay	2 h		Brit. str.	749	Feb. 12	Kwok Acheong		
Cassandra	2 h	Langer	Ger. str.	937	July 27	Siemens & Co.	Saloon	To-morrow
City of Tokio	2 h	Maury	Amer. str.	5079	July 29	P. M. S. S. Co.	Y'hama & S. Folco	18th inst.
Conquest	1 k	Elphlok	Brit. str.	317	Aug. 6	E-Shun	Manila	To-day
Diamante	5 h	Thebaud	Brit. str.	514	Aug. 6	Russell & Co.	Coast Ports	To-day
Douglas	5 h	Young	Brit. str.	861	Aug. 2	Douglas Lapraik & Co.	Amoy and Manila	Tug Flying
Fame	6 h	Blanco	Span. str.	222	Aug. 6	Remedios & Co.		
Gorm	6 h	Stapani	Brit. str.	117	Aug. 1	R. K. & W'poo Dock Co.		
Hailong	4 d	Möller	Dan. str.	750	Aug. 1	Siemens & Co.		
Hwai Yuen	4 h	Goode	Brit. str.	274	Aug. 4	Douglas Lapraik & Co.	Tamsui, &c.	9th inst.
Kwangtung	5 h	Wilson	Chl. str.	984	Aug. 6	C. M. S. N. Co.	Shanghai	To-day
Moray	5 h	Abbott	Brit. str.	675	Aug. 6	Douglas Lapraik & Co.	Coast Ports	10th inst.
Norna	6 b	Butcher	Brit. str.	1237	July 31	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	18th, 3 p.m.
Pacific	3 k	Lova	Brit. str.	606	May 31	Kwok Acheong		
Pelho	1 h	Hernsheim	Ger. str.	69	July 29	Siemens & Co.		
Pernambuco	5 c	Pasqualini	Fch. str.	2079	Aug. 6	Messageries Maritimes	Shanghai	To-day
Saint Mark	4 c	Johns	Brit. str.	652	Aug. 1	Melchers & Co.	Manila	To-morrow
Sea Gull	4 c	Hyndson	Brit. str.	1098	July 28	Meyer & Co.	S'pore and Penang	To-morrow
Sunda	8 k	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Teviot	5 c	Reeves	Brit. str.	1704	July 26	P. & O. S. N. Co.	Bombay, &c.	9th inst.
Ulysses	4 c	Nisbet	Brit. str.	1262	Aug. 6	Adamson, Bell & Co.	London, &c.	To-day
Yutung	5 c	Guard	Brit. str.	1560	Aug. 6	Butterfield & Swire	Shanghai	
Zamboanga	2 h	McDougall	Brit. str.	286	Aug. 6	Kwok Acheong	Swatow	
Zephyr	4 c	Aranguren	Span. str.	651	Aug. 3	Remedios & Co.	Manila	9th inst.
	4 k	Heuer	Brit. str.	601	Aug. 3	Russell & Co.		
Sailing Vessels								
Adam Simpson	1 b	Call, Jr.	Amer. sh.	1524	Aug. 4	Order		
Agnes Muir	1 c	Lova	Brit. sh.	851	July 25	Meyer & Co.		Wanchai
A. Newton	1 c	Newton	Brit. bge	308	July 9	O. & O. S. S. Co.		
Alice C. Dickerman	4 k	Bryant	Amer. 3m. sc.	501	July 11	Russell & Co.	Honolulu	
Ann Adamson	4 k	Robertson	Brit. bge	464	June 26	Kwong Him Woo		
Annie	4 c	Möller	Ger. 3m. sc.	345	July 29	Melchers & Co.	Bangkok	
Bua Cao	1 c	Lange	Siam. bge	388	Aug. 4	Chinese		
Candace	8 k	Candler	Brit. 3m. sc.	263	July 5	Chinese	Colonies	
Chasca	4 k	Washburn	Amer. bge	628	June 19	Russell & Co.	New York	
Chocola	4 k	Kennett	Brit. bge	284	July 21	Rozario & Co.		
Colwyn	4 c	Bulman	Brit. bge	1160	May 31	Vogel & Co.	San Francisco	
Courier	4 k	Porte	Fch. bge	346	July 15	Carlowitz & Co.		
Edward Barrow	5 k	Rich	Brit. bge	958	June 26	Vogel & Co.	Hamburg	Wanchai
Emil Julius	5 k	Jürgensen	Ger. bge	501	July 18	Melchers & Co.		
Floral Star	7 h	Davisson	Brit. 3m. sc.	244	July 30	Adamson, Bell & Co.		
Franciska	4 k	Rolf	Ger. sch.	50	July 11	Siemens & Co.		
Fred. P. Litchfield	4 k	Spalding	Amer. bge	1083	July 11	Douglas Lapraik & Co.		
Gylding	3 k	Winther	Dan. bg	240	Aug. 5	Chinese		
Hermine	3 k	Meyer	Ger. bge	350	July 22	Eduard Schellhass & Co.		
Highlander	4 k	Hutchinson	Amer. sh.	1352	June 19	Vogel & Co.		
Hopewell	7 b	Langlois	Brit. bge	578	July 10	Adamson, Bell & Co.	Nagasaki	
J. A. Borland	8 c	Kent	Amer. bge	670	July 26	Melchers & Co.		
John A. Briggs	8 c	Randall	Amer. sh.	2110	July 21	Messageries Maritimes		
Mangerton	3 k	Thompson	Brit. bge	350	July 27	Chinese		
Marquis of Argyll	3 c	McKeon	Brit. bge	500	June 11	Rozario & Co.	Quinhon	
Monte Rosa	7 c	Carter	Amer. sh.	1313	June 15	Vogel & Co.	New York	
Paralos	4 c	Pasco	Fch. bge	342	July 15	Carlowitz & Co.	Manila	
Pasig	4 k	Premoya	Span. sch.	216	July 21	Dunn, Malbye & Co.		
P. Fitzpatrick	3 c	Phelan	Amer. bge	582	July 31	Chinese		
Rapid	1 c	Steinbrink	Siam. bge	428	June 8	Chinese		
Rifeman	3 k	Stearns	Brit. bge	740	June 19	Order		
Sumatra	3 k	O'ough	Amer. sh.	1090	Sept. 6	Russell & Co.		
Vigilant	4 c	Ross	Amer. sh.	1800	June 11	Russell & Co.	San Francisco	
WHEAMPOA								
Beethoven		Haje	Ger. bge	340	July 24	Melchers & Co.	Chefoo	
Bonita		Steir	Ger. 3m. sc.	341	July 21	Edward Schellhass & Co.	Tientsin	
Iphigenia		Green	Ger. bge		June 30	Captain	Honolulu	
Tai Lee		Steir	Ger. bge	256	July 26	Edward Schellhass & Co.	Tientsin	
Victory		Whiting	Brit. bg	255	Aug. 2	Eduard Schellhass & Co.	Tientsin	
CANTON								
Chine		Ackermann	Ger. str.	648	Aug. 5	Siemens & Co.	Shanghai	